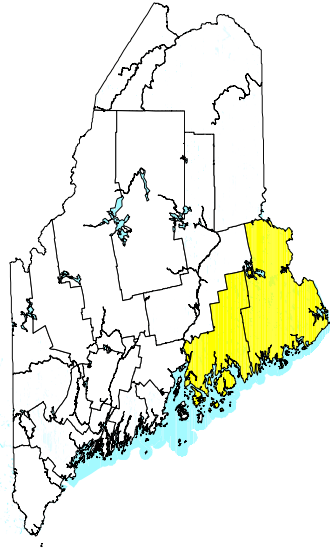


Regional Transportation Advisory Committee - II

Regional Advisory Report



Prepared for the Maine Department of Transportation by:

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CONTENTS

EXECUTIVE SUMMARY	3
REGIONAL TRANSPORTATION ADVISORY COMMITTEE MEMBERS.....	4
OVERVIEW.....	5
POPULATION, ECONOMY, LAND USE AND TRANSPORTATION OF THE RTAC-2 REGION	5
<i>Population</i>	5
<i>Economy</i>	6
<i>Tourism</i>	8
<i>Land Use</i>	8
TRANSPORTATION.....	9
<i>Bridges</i>	10
<i>Public Transit</i>	10
<i>Rail</i>	11
<i>Air</i>	11
<i>Marine Ports</i>	11
<i>Cruise Ships</i>	12
<i>Ferries</i>	12
<i>Bike and Pedestrian</i>	12
PUBLIC PARTICIPATION	14
HANCOCK COUNTY PUBLIC PARTICIPATION	14
WASHINGTON COUNTY PUBLIC PARTICIPATION	16
RTAC PRIORITIZATION	19
REGIONAL ADVISORY REPORT SYSTEMS	21
HIGHWAYS AND BRIDGES, MAINTENANCE, MAJOR BRIDGE PROJECTS	21
FUNDING.....	23
TRUCK FREIGHT.....	24
ENHANCED ACCESS TO INTERSTATE 95	26
ENVIRONMENT - ENVIRONMENT, HEALTH AND SAFETY	27
BICYCLES, PEDESTRIANS AND TRAILS	28
MARINE – FERRIES, FREIGHT	30
AIR TRANSPORTATION.....	32
RAIL – FREIGHT AND PASSENGER.....	34
MULTIMODAL FACILITIES AND PARK-AND-RIDE	35
ACCESS MANAGEMENT, LAND USE, SPRAWL AND CONGESTION.....	36
TRANSIT SERVICES	38
APPENDIX: RTAC - 2 ADVICE ON PRIORITIES FOR REGIONAL ADVISORY REPORT	41

Executive Summary

This Regional Advisory Report (RAR) outlines transportation priorities established by the Region 2 Transportation Advisory Committee (RTAC), representing Washington and Hancock Counties. The seven statewide RTACs are public advisory committees to the MDOT. The committees update the RAR every two years reflecting evolving regional transportation assets, needs and deficiencies. The Maine Department of Transportation (MDOT) incorporates these regional priorities when they update the long-range 20-Year Transportation Plan. The RAR considers transportation system priorities and policies rather than specific projects. Specific projects are addressed by MDOT's 6-Year Plan and Biennial Transportation Improvement Plan (BTIP).

The Hancock County Planning Commission (HCPC) and the Eastern Maine Development Corporation (EMDC) are regional entities contracted by the MDOT to provide technical assistance and support to RTAC 2. HCPC and EMDC held several public meetings throughout the region to obtain the public's thoughts and ideas on transportation issues in Region 2. Highlights from those public meetings were provided to the RTAC for their consideration.

The RTAC developed 50 recommendations under 12 categories representing different transportation issues. After deliberating the relative merits of these initiatives, RTAC members set priorities within specific transportation systems and overall.

Funding was considered the linchpin to hold together all future projects. A unanimous vote was cast supporting the following initiative.

- *"Create an adaptable system of financing that can maintain funding levels to maintain transportation infrastructure reflecting changes in technology and market conditions."*

Highway related issues received the most emphasis from this RTAC, specifically:

- *"Construct passing lanes, where feasible, during reconstruction projects on arterial roadways"*
- *"Construct a four-lane, limited access highway that parallels Route 1A from I-395 to Route 1 east of Ellsworth".*

Other high scoring issues included:

- *"Change weight limits on the interstate to be consistent with state roads for through traffic,"*
- *"Ensure current timetable for road reconstruction (10 years-arterial and 20 years-collectors)," and*
- *"Identify transportation requirements for economic growth and development."*

Regional Transportation Advisory Committee Members

COMMITTEE MEMBERS

NAME	TOWN AFFILIATION
Roger Raymond, Chair	Bucksport
Francis Folino	Stonington
Frank Tracy	Lubec
Jean Marshall	Southwest Harbor
Keith Guttormsen	Calais
Pam Person	Orland
Rod Franzius	Hancock
Ruth Lubecker	East Machias
Sanford Kelly	Jonesport
Stan Moses	Bucksport
Stan Torrey	Gouldsboro

SUPPORT STAFF

NAME	AFFILIATION
Bruce Mattson	MDOT, Ellsworth Division Engineer
Fred Michaud	MDOT, Planning Department, Augusta
Jim Fisher	Hancock County Planning Commission
John Noll	Eastern Maine Development Corporation

Overview

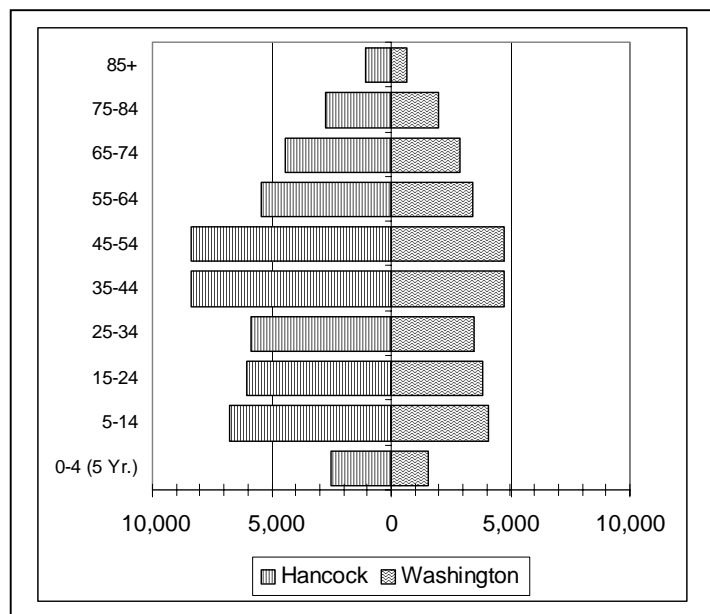
Population, Economy, Land Use and Transportation of the RTAC-2 Region

The following presentation is a summary of a few recent trends and projections into the future for Hancock and Washington Counties. This presentation will consider four issues, population, the economy, land use and transportation. Due to space limitations many important issues, such as housing, education, recreation and health cannot be included here, but all are significantly related to long-range transportation needs in downeast Maine.

Population

The population of Hancock County and Washington County has departed dramatically from historical patterns, as illustrated in the population pyramid on this page. In both counties, the youth population is relatively small to their baby-boomer parents and grandparents. The 0-4 age group represents a narrower age range, but is still very small in comparison to historical populations. There is a consistent pattern of young adults leaving Hancock County in order to seek jobs and higher education.

The boomers, born between 1947 and 1957 will begin entering retirement ages in about 10 years.

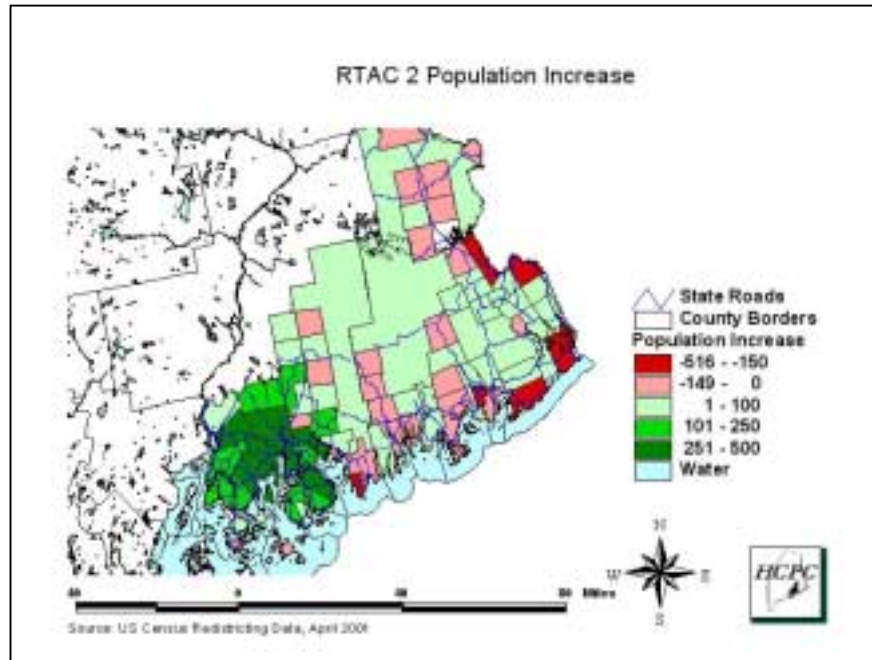


County	Male	Female	Total
Hancock	25,251	26,404	51,655
Washington	15,253	16,057	31,310
Maine	620,309	654,614	1,274,923

These are the best of times with nearly full employment and a larger percentage of the population in peak earning years. Ten years hence, the boomers will begin to swell the ranks of retirees and place new and unprecedented strains on pension funds, social security, social services and health care systems. The children and grandchildren will be hard pressed to support this large retired population if social security or major pension funds collapse.

The aging of downeast Maine has its immediate impacts on declining school enrollments. In many cases, grade levels will be combined to maintain affordable student-teacher ratios. In some cases, school districts will need to consider consolidation.

Population change over the past decade has not been uniform. The accompanying map illustrates these changes in raw numbers. Population growth has centered on Ellsworth, with particularly fast growth in neighboring towns like Surry and Trenton. The Schoodic region of Hancock County and virtually all of Washington County experienced very little growth to significant decline. The pattern for youth population, as has been discussed, suggests that future population decline will be widespread in the two county region.

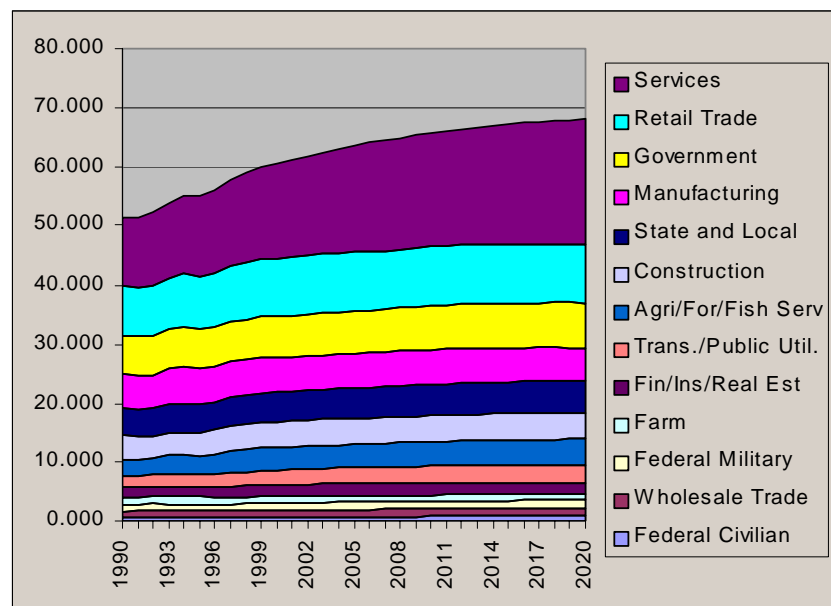


Population forecasts performed by the Dr. Charles Colgan, professor at the University of Southern Maine suggest that Washington County will continue gradual decline, while Hancock County may remain relatively stable depending on the rate in in-migration.

Economy

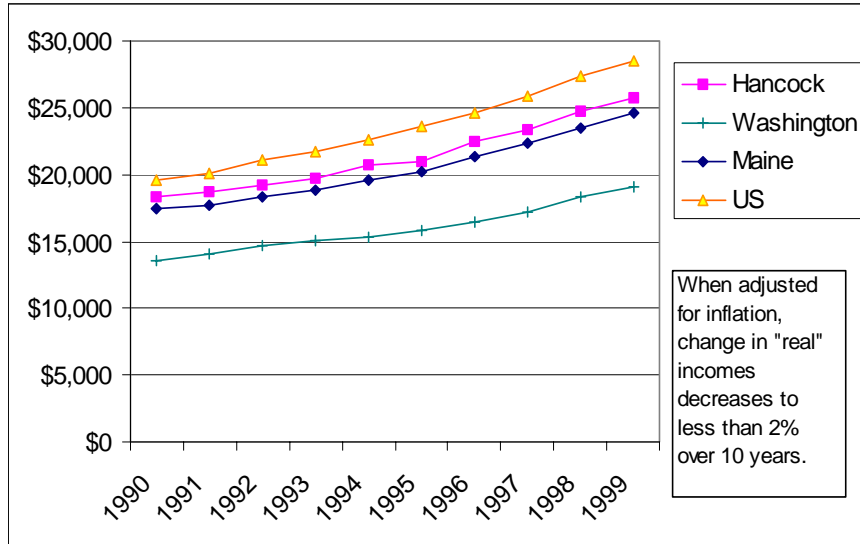
The labor force consists of persons who are employed or who are seeking employment. Persons not in the labor force include minors, persons not seeking work and retirees. Labor force peaked in 1992, declined for two years and has been climbing since.

Looking from the 1990s into the future, job



20 Year Labor Force Forecasts For RTAC 2 Region
(Source: Charles Colgan, USM, 1999)

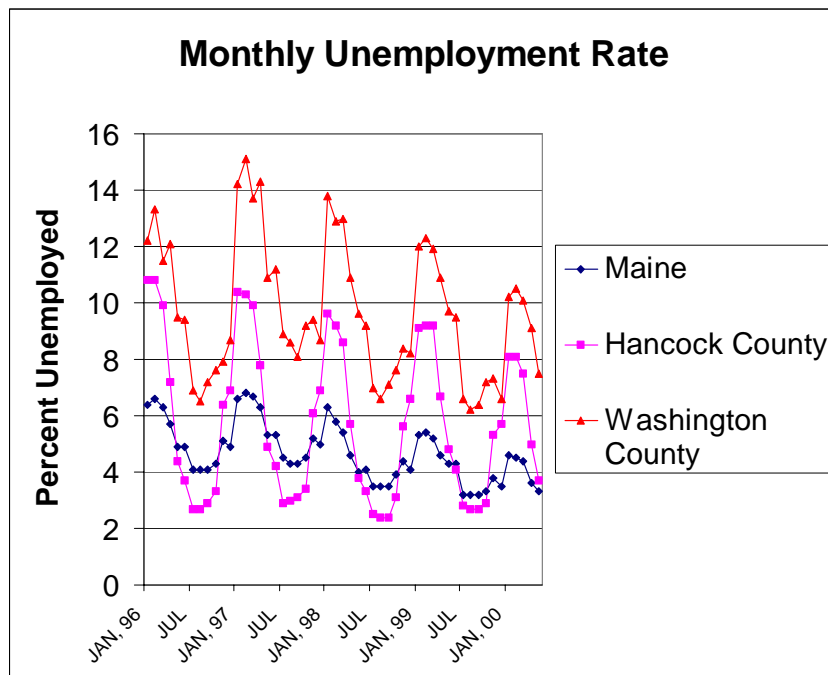
growth has been and is likely to continue to be strongest in the service sector, with possible employment losses in manufacturing and resource-based work. The lack of growth in the retail sector suggests that much of the commercial growth in Ellsworth has resulted in redistributing work within the county rather than creating new jobs. The trend to larger retail establishments, such as big-box stores may result in higher productivity of retail workers and thus fewer full time positions.



Source: Bureau of Economic Analysis, 2001

Income comparisons between Hancock and Washington Counties, Maine, and the United States indicate that while Hancock and Maine are similar and lag national averages, Washington County incomes are significantly lower. In real terms, incomes in Washington County increased very little.

Unemployment rates in the RTAC 2 Region are highly seasonal. In recent years the Calais, Milbridge and Bar Harbor labor market areas have posted the three highest winter unemployment rates in the state. During summer months unemployment rates drop dramatically in both counties, and Hancock County falls below State averages. Peak unemployment rates dropped over this period, but may not continue to do so in coming years.



Seasonal Unemployment Patterns (Source: Maine DOL, 2000)

Tourism

Tourism continues to grow in the RTAC 2 region, but remains concentrated along the coast and particularly on Mount Desert Island. As of September 2001, indications are that tourism in the downeast region remained strong despite increases in the price of gasoline. Visitation in 1999 broke several past records. Cool, wet weather in 2000 led to declines in lodging sales in the Bucksport-Ellsworth-Schoodic region declined, but were matched by increases in lodging sales in other regions. Restaurant sales increased across the board. This year's sunny, dry weather has once again propelled lodging sales upward, though final data are not available at this time. The long-term picture for tourism in Maine is mixed. According to State Planning Office data, international visitation statewide has declined through the 1990s while visitation by US citizens has increased. Lodging sales have increased but there have been declines in visitation by air to Portland and Bangor. Recent events, including terrorist attacks on the World Trade Center and the Pentagon have dramatically reduced tourism visitation by air, though this effect may not extend to next year.

Land Use

The State Planning Office has prepared a series of land use projects for the down-east region. These three maps forecast a significant trend toward conversion of open space to suburban style



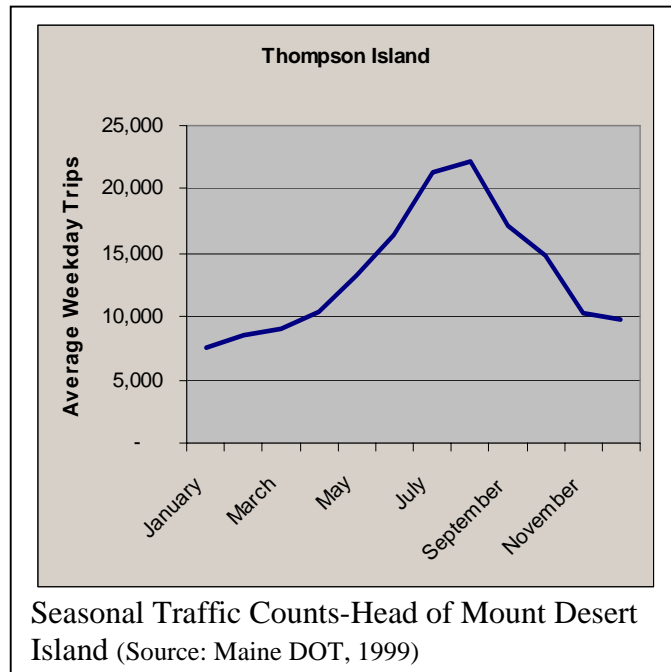
development. Residential and commercial sprawl are lesser issues in Washington County, though the growth of big-box stores in Hancock and Penobscot Counties are impacting businesses from Milbridge to Machias.

While the precise locations of future residential and commercial development are not identified, the striking finding is that land use will continue to change even with stable or declining year-round population. Much of the residential growth will be seasonal and concentrated in areas that are coastal or very low density and rural. Commercial growth is likely to continue to move out of town centers to their periphery, leaving built up, but possibly vacant buildings in the centers.

Transportation

Traffic patterns are clearly associated with changes in the population, economy and land use. The most extreme pattern is associated with tourism to Mount Desert Island and Acadia National Park. Traffic congestion in the Bangor to Bar Harbor corridor occurs particularly during the July-August peak.

The primary means of transportation throughout Region 2 is the automobile. Region 2 highway mileage totals about 2,313 miles and 98 percent of those miles are classified as rural. Region 2's highway mileage includes 116 miles of National Highway System (NHS) or principal arterial highways, 114 miles of minor arterials, and 532 miles of major collectors.



The table below indicates that traffic has increased at most locations in Region 2.

ANNUAL AVERAGE DAILY TRAFFIC (AADT) For Selected Roads in Region 2

Town	Road	Location	AADT Count	Year	AADT Count	Year	Annual % Change
Baileyville	Rt. 1	US1 @ CUL (S/E of Main St)	6,670	1994	6,700	1999	0%
Danforth	Rt. 1	US1 @ Weston T.L.	1,170	1994	1,200	1999	1%
Codyville Plt	Rt. 6	SR6 east of IR 816	480	1994	670	1999	8%
Topsfield	Rt. 6	SR6 west of US1	1,520	1994	1,420	1999	-1%
Alexander	Rt. 9	SR9 west of IR473	2,550	1994	3,180	1999	5%
Colombia	Rt. 1	US1 west of IR597 (Saco Falls Rd)	3,980	1994	5,280	1998	8%
Hancock	Rt. 1	US1 west of SR182	10,636	1994	11,286	1999	1%
Trenton	Rt. 3	SR3 @ Mt. Desert Narrows Bridge	11,150	1993	13,396	1999	3%
Orland	Rt. 1 & 3	SR1/3 west of SR15	5,890	1993	6,170	1999	1%
Penobscot	Rt. 15	SR15 northwest of SR199	2,230	1993	2,680	1999	3%
Ellsworth	Rt. 1A	US1A northwest of IR355 (Old Bangor Rd)	8,030	1993	10,170	1996	9%
Bucksport	Rt. 15	SR15 (River Rd) @ Orrington T.L.	4,150	1996	4,960	1998	10%
Dedham	Rt. 46	SR46 north of IR327 (Miller Rd)	1,470	1996	1,440	1998	-1%

A vast network of local and private roads also serves Region 2. The Stud Mill Road is a privately owned and maintained gravel road approximately 70 miles long. The Stud Mill Road was constructed for the logging industry; however, the road is open to the public.

There are approximately 619 miles of town owned and maintained roads in Washington County and 554 miles in Hancock County. MDOT, however, has no jurisdiction over these roads.

Bridges

Region 2 has 324 bridges; 72 percent are under MDOT jurisdiction, 18 percent are under local jurisdiction, and 6 percent are under federal control. The general condition of the bridges is worse than that of bridges statewide. Three of Maine's 17 Extraordinary Bridges are located in Region 2. Extraordinary Bridges are those bridges with a length of 120 feet or more and an improvement cost of at least \$5 million. Region 2 Extraordinary Bridges include the Deer Isle-Sedgwick, Jonesport-Beals, and Prospect-Verona bridges.

Public Transit

There are five public transit service providers in Region 2. The providers include Downeast Transportation Inc. (DTI), West's Transportation Inc., Washington –Hancock Community Agency, the Passamaquoddy Tribal Councils, and the Island Explorer.

DTI is a private non-profit agency, providing fixed route service to 20 supporting communities in Hancock County and two contract routes serving Jackson Lab. MDOT's BOP indicates DTI had 9,024 boardings in FY 1999 and anticipates 11,218 boardings in 2001.

The Island Explorer is a seasonal fixed route transit system operating from late July through Labor Day. DTI operates the system and utilizes 17 propane-fueled buses for the system's seven routes. The seven routes serve all of the towns on Mount Desert Island and Trenton. Service is fare-free for the users and is supported by the Federal Transit Authority (FTA) Congestion Mitigation Air Quality (CMAQ) program, Acadia National Park, Friends of Acadia, local towns, and contributions from campgrounds and other businesses. MDOT's BOP indicates the Island Explorer had 140,931 boardings in 1999 and 239,971 boardings in 2001.

West's Transportation is a private for-profit corporation that provides fixed route and demand response public transportation service to communities in Washington and eastern Hancock Counties. Intercity service is provided between Calais and Bangor with intermediate stops in Washington and Hancock Counties. MDOT's BOP indicates West's had 18,607 boardings in FY 1999 and anticipates 28,100 boardings in 2001.

Washington-Hancock Community Agency (WHCA) is a private non-profit agency providing public and social service transportation in Washington and Hancock Counties. Public transportation is provided through subcontracts with the Passamaquoddy Tribal

Governments at Pleasant Point and Indian Township. MDOT's BOP indicates WHCA had 8,963 boardings in FY 1999 and anticipates 9,960 boardings in 2001.

Rail

There is no passenger rail service in Region 2.

The Calais Branch, an inactive railroad right-of-way extending from Brewer in Region 3 to Calais in Region 2, is owned by the MDOT. Several uses for the Calais Branch have been proposed over the years including a three season recreational trail and excursion rail. Currently, MDOT is performing a feasibility study that will evaluate all potential re-uses of the Calais Branch.

Rail freight service is limited to two large paper industry customers: International Paper (IP) at Bucksport and DOMTAR Inc. at Baileyville. IP and DOMTAR are both served by the Maine Central Railroad, a subsidiary of Guilford Industries. The Bucksport branch line, which terminates on Bucksport, joins the rest of the railroad network in Bangor. The Baileyville branch line, which terminates in Baileyville, enters Canada through Calais, joining the Canadian rail network, and re-enters Maine through Vanceboro.

Air

There are seven publicly owned airports in Region 2. Hancock County Airport is the only commercial service airport, the remainder being general aviation airports. General aviation airports include Eastport Municipal, Stonington Municipal, Deblois Flight Strip, Lubec Municipal Airport, Machias Valley Municipal Airport, and Princeton Municipal Airport.

Marine Ports

The Port of Eastport is one of three ports designated in the State's three-port strategy. The Port, located at Estes Head, was completed in 1998 and features a mean low water depth of 64 feet making this facility the second deepest in the United States. The Port of Eastport handles primarily oriented strand board (OSB) and paper products associated with the DOMTAR Mill in Baileyville.

Two privately owned and operated port facilities are located in Bucksport. The berths serve International Paper and Sprague Energy's petroleum tank farm.

The remainder of the ports and harbors in Region 2 do not have a significant freight handling capabilities, however their infrastructure supports considerable economic

activity, such as recreational boating, boat building, ferry terminals, and the fishing industry.

Cruise Ships

Region 2 has been experiencing considerable growth in cruise ship traffic during the last decade. As an established vacation area, the Acadia region has attracted many cruise ship operators with Bar Harbor as the port of call. Presently, cruise ships anchor offshore and ferry their passengers ashore on smaller vessels. Insurance and liability considerations are causing operators to re-evaluate their requirements at ports-of-call, so current and potential ports-of-call are likely to have to provide more land-side facilities than they do now. In addition to the traditionally large cruise ships, smaller cruise vessels called “coastal cruisers” are visiting Bar Harbor and other ports-of-call. Coastal Cruisers are less expensive than larger ships and their length typically ranges from 200 to 300 feet making these vessels more maneuverable and able to utilize existing land-side berthing.

Ferries

In this Region, the ferry vessel State of Maine operates from Bass Harbor, serving Swan’s Island and Frenchboro with year round passenger and vehicle service on fixed schedules. The schedules are expanded significantly during the summer to accommodate peak seasonal demand.

Bay Ferries LTD. operates the CAT, a high-speed catamaran ferry between Bar Harbor and Yarmouth, Nova Scotia. The seasonal service operates May through October and has an average crossing time of under 3 hours.

Bike and Pedestrian

Due to the sparse, rural network of communities and roads, bicycles are employed primarily for recreation in the RTAC 2 region. There are a small number of fair weather bicycle commuters in the more densely settled areas such as Ellsworth, Mount Desert Island and Bucksport. Recreational use of bicycles is significant and growing, particularly along scenic, coastal roads from Castine to Stonington, the Carriage Roads of Mount Desert Island, the Schoodic Peninsula, Jonesboro to Jonesport, and Machias to Lubec. Bicycle Tourism is growing in the region, with local bicycle rental opportunities as well as national bicycle tour companies.

There are no bike-only trails in the RTAC 2 region, though there are several bike-friendly trails. These include:

- ♦ Acadia National Park's Carriage roads on Mount Desert Island

- ♦ Multi-use trails in the public reserve lands off of Route 183- the Tunk Lake Road and near Schoodic Mountain
- ♦ Moosehorn National Wildlife Refuge in Calais

The future backbone of bicycle transportation through the RTAC 2 will be a combination of paved shoulders and unpaved roads forming the East Coast Greenway (ECG). The ECG has two routes, one descending from Bangor through Dedham and another entering through Bucksport. The ECG routes merge in Ellsworth and proceed along Route 1 and parallel back roads eastward to Calais. From this backbone, riders can visit a variety of coastal and interior side-trips. Inexperienced riders face sections of these roads that are hazardous due to high volume and high-speed traffic along extremely narrow roadbeds. Discussions are ongoing as to the potential for developing safe bikeways using inactive railway right-of-ways between Ellsworth and Calais. Several bicycle studies were completed in 2000-2001, including Rizzo Associates analysis of the Downeast Trail (Calais Branch), Wilbur-Smith Associates study on bikeways for Mount Desert Island as well as their study on the Economic Impacts of Bicycles and the RTAC bicycle subcommittee study on shoulder paving priorities.

Pedestrian opportunities in this region are similar to those for bicycles. Distances between activities often preclude walking as a mode of transportation, with exceptions in town and village centers. Pedestrian safety has been the theme of several sub-regional organizations, including research and community education in MDI towns and in Bucksport.

Public Participation

Planners from the Hancock County Planning Commission (HCPC) and the Eastern Maine Development Corporation (EMDC) conducted several public meetings to obtain public input on the Regional Advisory Report.

Hancock County Public Participation

Public participation occurred over a span of more than 6 months. Meetings ranged in size from individual interviews to a countywide symposium. No meeting was called specifically to discuss the Regional Advisory Report. Most meetings engaged participants in discussing three themes, economic development, land use and transportation. RTAC 2 members attended several of these meetings. The decision not to isolate transportation issues worked well in drawing larger and more diverse participants and was successful in providing a broader context within which good or bad transportation systems result from many non-transportation choices.

One drawback of this approach was a lack of time to thoroughly explore all of the issues that are essential to a regional report on transportation. A second drawback of the multi-town strategy was that towns in some parts of Hancock County that are not working with neighboring towns were not easily accessible. In some cases unstructured discussions were held with key informants, such as elected officials, to elicit information. Published documents from town leaders were taken into account as they related to transportation needs.

Summary of Stakeholder Meetings

Organization / Forum	Date	Approximate Number of Participants
Acadia National Park Capacity Symposium	8/1/01	35
Bar Harbor Rural Design Workshop	4/9/01	60
Blue Hill Healthy Peninsula Project - Sedgwick Meeting	5/29/01	10
Bucksport Healthy Community Project	Multiple	12+
Ellsworth Comprehensive Plan Visioning Workshop	4/24/01	100
Hancock County Growth Symposium	1/27/01	120
	4/23/01	25
Maine Bicycles and Tourism Conference	4/27/01	50
MDI League of Towns	5/1/01	8
MDI Transportation Group (including the ITS initiative)	4/11/01	20
Schoodic Area League of Towns	5/8/01	10
Schoodic Regional Workshop	3/24/01	75
Schoodic Scenic Byway Corridor Management Committee	Multiple	5+

The format of each of these meetings varied in deference to the overall objective of the groups. In all cases, there was an opening presentation of trends and issues in the regions population, economy, land use and transportation. Some of these materials are reproduced in the overview section of this report. The presentation was followed by discussion of local needs, assets to be preserved, concerns about change, future goals, objectives and strategies.

Many of the findings of these meetings are incorporated in the detailed issues sheets in this report. Each sub-region has its own concerns, and even within small towns, there are strong differences of opinion as to what should be done. Despite this diversity of viewpoints, several themes emerged consistently from the meetings.

- ♦ Transportation was identified as a key asset for economic development in the region. Long trips over bumpy roads are the only transportation options for most of Hancock County.
- ♦ Despite prevailing local wariness of government intervention in markets, the need to coordinate transportation systems investments and land use policies was widely expressed.
- ♦ Traffic congestion in Ellsworth during peak tourism months increases travel time for surrounding communities and has led to excessive numbers of car accidents. Two prevailing solutions are:
 - ♦ Construction of a bypass or bypasses around Ellsworth
 - ♦ The imposition of stronger access management controls along Routes 1, 1A and 3.
- ♦ Other transportation modes such as rail, ferries, bikeways, air, and bus need to be promoted where there is sufficient demand.
 - ♦ One important step in this direction is the creation of a **multi-modal hub** in Hancock County.
 - ♦ There was widespread sentiment that this region does not have adequate transit services. Most towns have bus service once per week. Transit will be especially important to serve the aging population.
 - ♦ Park-and-ride lots are needed to promote use of buses and car-pooling.
 - ♦ Ferry service should be viable in connecting several island and peninsula communities. Ferry service between Hancock County towns and Rockland should be considered.
- ♦ Safety on the roads continues to be a concern
 - ♦ Narrow roads present serious threats to safety for bicyclists.
 - ♦ Bumpy road surfaces can lead to loss of vehicle control
 - ♦ The Hancock County Bar Harbor Airport lacks sufficient parking. (Note: New regulations require that all parking be at least 300 feet from the terminal. As such, the main parking lot is no longer unusable.)

Washington County Public Participation

EMDC held two public meetings and attended two meetings open to the public throughout Washington County during May and June 2001. Public meeting locations included the Milbridge Town Office and the Danforth Town Hall. Meeting open to the public included a lunch time Route 1 Corridor Committee meeting at the Blue Bird Restaurant in Machias and a breakfast Chamber of Commerce meeting at the Calais Motor Inn in Calais. Attendance varied at all of the meetings with no one attending the Milbridge and Danforth meetings, 13 people at Machias, and 7 at the Calais meeting. The meetings were advertised either via local newspapers or by notices mailed to committee members, municipal officials, and other interested parties.

EMDC representatives gave a brief presentation explaining the RTAC process and why the MDOT seeks public input. In addition, EMDC distributed a list of potential “talking points” to the audience. The talking points included examples of recent transportation issues such as increasing Maine’s existing gasoline tax to pay for road repair, access management legislation, truck weights, and other issues. The purpose of the talking points was to give the audience an example of the type of input EMDC and MDOT is seeking.

Comments from Route 1 Corridor Committee meeting at the Blue Bird Restaurant in Machias on May 1, 2001

- The Committee supports additional access management controls on arterial highways for built-up areas such as Ellsworth, but does not believe such controls are necessary in Washington County. Members expressed concern, however, over strip development and driveways located close together along the built-up areas on Route 1 in Machias. The Committee also expressed some concern that access management may infringe on property rights by limiting the number of driveways on a parcel. In agricultural areas, also, concern was mentioned for maintaining driveway access to fields, which because of low volume do not cause congestion.
- The Committee offered support for improving arterials and collectors before addressing secondary roads. Given the poor condition of roads in Washington County, many felt that the timetable should be shortened to improve the roads sooner. Increasing taxes to do so is supported if those taxes collected in Washington County go to fix roads in this County.
- Overall, the Committee supported an increase in the gas tax provided funds raised by such an increase go directly to road improvements and not to the overall transportation system.

- Support was expressed for an Ellsworth bypass to reduce congestion and to increase the numbers of people traveling from Bangor and points west to the downeast region.
- Support for existing scenic byways such as SR 182, US Route 1, and SR 190 was given, however, additional byways are not sought because of perceived limitations to development associated with scenic byways.
- Given the significantly increased costs of road maintenance needed to sustain roadways with higher weight limits, concern was raised that any increase in weight limits be linked to an increased, dedicated fund for maintenance of those roads. In addition, truck user fees might be assessed. Prospects for weight increases include Eastport, to enhance international port functions there.
- MDOT should focus on major arterials like US 1 before upgrading collector roads.
- Passenger rail should not be a priority. Roads should be.
- Mixed use trails for hiking, biking, snowmobiling, nature walks and related activities should be pursued as they generate revenue as tourism. Such mixed-use trails provide safer venues for such activities than the shoulders of roadways (which are in serious need of repair and replacement along many roadways including US 1). However, liability issues were raised and should be addressed in the proposals for new off-road trails.
- The committee supported promoting Bangor as the hub in the Strategic Passenger Transportation Plan, with the emphasis on providing improved connections to Downeast Maine, i.e. Washington County, not just MDI.
- Freight rail should be examined more thoroughly, first perhaps with service to Ayers Junction to gauge the economic viability, before investing in considerable infrastructure projects to connect with Eastport over a new bridge.
- Shoulder paving is a crucial priority as concerns for safety were expressed given the poor condition of existing shoulders, sandy shoulders, or no shoulders at all on roadways with posted speeds of 55 MPH. The opportunities for biking and improving the life span of roadways in general, with the construction of hard shoulders, was also raised.
- The committee agreed that Park-n-Ride facilities are not needed in Washington County, as the population is too dispersed and too small to take advantage of such facilities.
- Support was shown for examining the current minibus (jitney) services provided for the elderly, ill and handicapped (including WHCA, which operates vans in

Milbridge, Jonesport, Machias, Calais and Eastport). The committee supported better advertising of such services and expanding them as needed but concern was raised that increased funding for such services should not reduce the amount of monies available for roadway maintenance.

Comments from Calais Chamber of Commerce meeting at the Calais Motor Inn in Calais on May 23, 2001

- The group expressed general support for access management especially in the Calais area since Washington County highways does not have a lot of strip development, yet.
- The group said they would support an additional tax on diesel fuel instead of gasoline.
- The group supports additional scenic byways in the area.
- Support for restoring passenger and freight rail to the Calais Branch and to Eastport was generally supported.
- The group voiced support for Strategic Passenger Plan (both MDOT's and BACTS') whereby Bangor is a hub with multimodal connections radiating outward to coastal and northern Washington County.
- The group supported new connections to Eastport. They suggested MDOT investigate performing a feasibility study for restoring the original bridge to Eastport.
- MDOT needs to increase public participation in order to get people interested. Transportation meetings such as this one could be advertised using "alarmist" tactics to get people to attend. Also could tie to economic development.

RTAC Prioritization

RTAC members were presented information included in the overview, a review of public input from the meetings outlined above, many of which were attended by RTAC members, and the analyses presented as issues in the following section. After three monthly RTAC meetings devoted to outlining issues, reviewing public input and discussion of potential MDOT actions, RTAC members employed a proportional voting system as a means of establishing priorities. The voting procedure worked as follows:

1. HCPC and EMDC staff prepared a list of proposed MDOT activities categorized within the twelve issues or themes.
 2. Activities were assigned a weight or price reflecting the relative level of effort required to proceed. For instance, a relatively small information gathering activity cost one unit. A more ambitious construction project cost up to four units.
 3. RTAC members added a few activities immediately prior to the voting procedure.
 4. Each RTAC member was given 20 votes to assign to priority activities.
 5. The voting process was held during the October RTAC meeting with persons not able to attend voting by email.
 6. RTAC members voted collaboratively, seeking ways to vote as a block, thus emphasizing their common needs.
 7. Votes were tallied according to number of votes for a particular activity.
 8. Results were discussed at the subsequent RTAC meeting. The consensus of the Committee was that issues of funding were not give sufficient weight, in part due to confusion during the voting process on the funding questions. A unanimous vote was caste in support of a new funding proposal, listed below.
- *"Create an adaptable system of financing that can maintain funding levels to maintain transportation infrastructure reflecting changes in technology and market conditions."*

As was noted in the executive summary, the committee showed strong support for highway related issues. Specifically:

- *"Construct passing lanes, where feasible, during reconstruction projects on arterial roadways"*
- *"Construct a four-lane, limited access highway that parallels Route 1A from I-395 to Route 1 east of Ellsworth".*

Other high scoring issues included:

- *"Change weight limits on the interstate to be consistent with state roads for through traffic,"*
- *"Ensure current timetable for road reconstruction (10 years-arterial and 20 years-collectors)," and*
- *"Identify transportation requirements for economic growth and development."*

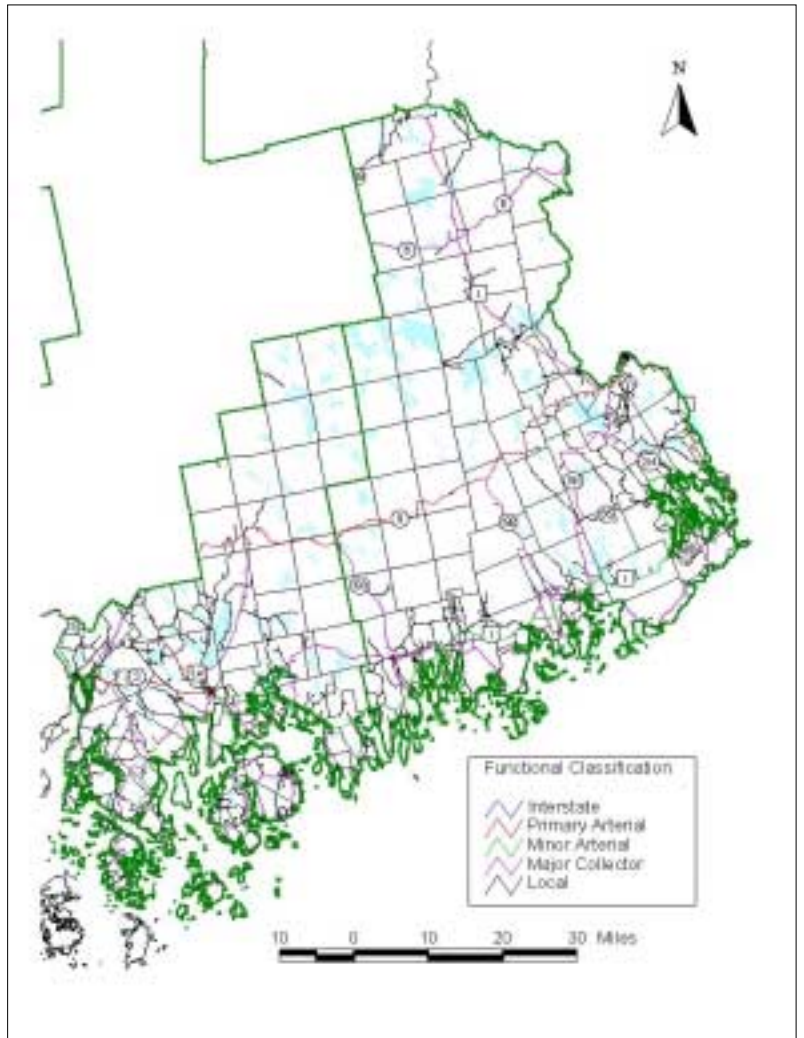
Votes were fairly well spread across a number of issues. Passing lanes received support from members throughout the two counties. The four-lane limited access highway was supported overwhelmingly by members from Washington County and Eastern Hancock County, but was not a priority for those in western Hancock County.

Regional Advisory Report Systems

Highways and Bridges, Maintenance, Major Bridge Projects

Overview:

- Region 2 is largely rural and highly dependent on the automobile. Many communities depend on one corridor and/or bridge as their sole point of access to service centers.
- Approximately 640 miles of Region 2's arterials (47 miles) and collectors (593 miles) are considered backlog and will require substantial improvements to bring them up to modern standards.
- Three of the state's 17 Extraordinary Bridges are located in Region 2 (Prospect-Verona, Deer Isle-Sedgwick, and Jonesport-Beals bridges) and are in need of rehabilitation or replacement.
- Major roadways serving Hancock and Washington Counties include Routes 1, 1A, 3, 6, 9, and 15.
- Peninsular roads such as Routes 15, 186, 187, 191, 189, 190, and 195 often provide the sole access for communities in coastal areas.
- Route 9 is a major through-truck route.
- Route 1 is the primary road serving the coastal areas of Washington County.



Needs:

- Many of Region 2 roads and bridges are functionally and structurally deficient.
- Funding for proper maintenance is inadequate.

- Weight limits are inconsistent with maintenance funding and policies (available funding cannot support increased road damage caused by higher truck weight limits).
- Major arterials in Hancock County are congested during the summer months contributing to delays, higher accident rates, and poor air quality.
- Excessive delays caused by the inability to pass slow moving vehicles (lack of passing lanes).
- Roads and bridges lack paved shoulders for bicyclists and pedestrians.

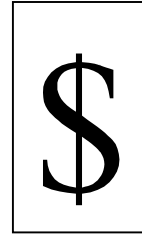
RTAC Advice:

- Examine the relationship between heavy trucks, road damage and the adequacy of user fees.
- Ensure the current timetable for road reconstruction (10 years to complete arterials and 20 years to complete collector roads) as outlined in MDOT's Six Year Plan is not extended.
- Construct passing lanes, where feasible, during reconstruction projects on arterial roadways.
- Maintain MDOT shoulder paving policy.

Funding

Overview:

- Maine's gas tax is 22 cents per gallon, which is 2 cents below the New England average.
- Bond financing has been a major source of funding for MDOT over the last 12 years.
- Motor vehicle licenses and fees are the second largest source of contributions to the highway fund.
- MDOT continues to encourage local and/or private partnerships in the funding of certain infrastructure improvements.



Needs:

- MDOT funding levels are inadequate to maintain and improve the Region 2 highways and bridges.
- Gas tax funds will decline as vehicles become more fuel-efficient.

RTAC Advice:

- Create an adaptable system of financing that can maintain funding levels to maintain transportation infrastructure reflecting changes in technology and market conditions.
- Increase gas tax.
- Increase diesel fuel tax for trucks.
- Consider tolls to fund new construction projects.
- Protect the integrity of Maine's Highway Fund.
- Increase state gas tax provided the funds are used exclusively for Maine highway improvements.
- Identify transportation requirements for economic growth and development.

Truck Freight

Overview:

- Route 9 is major through-truck route in Region 2.
- Routes 1, 1A, 6, 15 serving regional and local truck traffic.

Needs:

- Overweight trucks cause significant damage to Region 2 roads.
- Posting of roadway weight limits causes hardship for some Region 2 truck operators.
- Weight limits of 100,000 lb. on state roads and 80,000 lb. on interstate highways encourages heavy trucks to avoid interstate resulting in severe damage to state roads.
- Truckers are often forced to seek time consuming alternative routes during the spring thaw in order to avoid posted roads.
- Poor road conditions (rutting, severe crown, short turning radius) inhibit truck movements through out Washington and Hancock Counties.



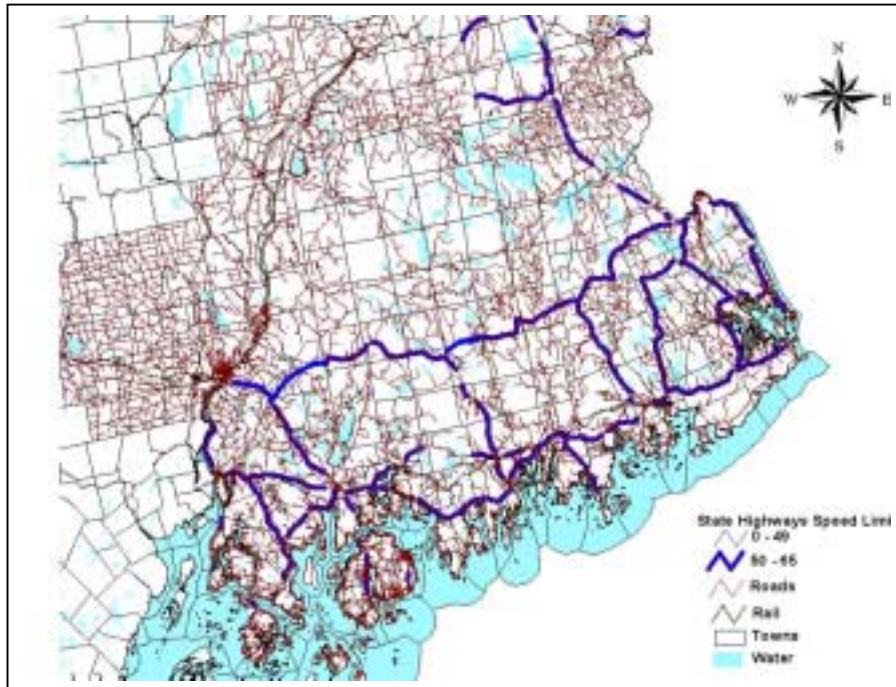
RTAC Advice:

- Change weight limits to encourage trucks to use the interstate instead of state roads for through traffic.
- Increase enforcement of state weight limits.

- Issue special permits allowing trucks to operate over posted roads at a reduced registered weight.
- Major truck routes should receive priority for repair or reconstruction.
- Improve access between the port at Eastport and Route 9 (possibly via upgrading an existing road through Crawford).
- Pursue consistent truck weight limits on Maine roads (state roads should have same weight limits as interstate highways).

Enhanced Access to Interstate 95

Overview:



- Maine is the only state in the lower 48 without an east-west highway. Route 9 is the major east-west corridor in Region 2.
- The I-395 extension in the Brewer-Eddington area and the relocation of the Calais border crossing are two proposed projects currently under going environmental review. Project Advisory Committees (PAC) have been formed and are providing advice to the MDOT as to the location and scope of each project.

Needs:

- Coastal Hancock and Washington Counties need improved access to the Bangor area and southern Maine.
- Traffic congestion in the Ellsworth area has become a bottleneck for both residents and tourists.
- The existing Calais border crossing is operating at above capacity.

RTAC Advice:

- Construct an Ellsworth bypass to alleviate traffic congestion.
- Construct a limited access highway that connects I-395 to Route 1 east of Ellsworth.
- Conduct a study on the feasibility of an Ellsworth Bypass.

Environment - Environment, Health and Safety

Overview:

- Health and safety concerns arise from unsafe drivers, unsafe roads, pollution, and transportation of hazardous materials
- The largest single cause of traffic fatalities is drunk driving, 28% in ME, and 48% in NH.
- Poor road conditions can contribute to accidents.
- Frequency of accidents increases with curb cuts and poor access management, while severity increases with speed.
- Transportation of virtually all materials, including hazardous materials, is by truck.
- Air quality is poor in some locations, particularly Bucksport (manufacturing) and Mount Desert Island (transportation). Traffic congestion increases emissions. (DEP)



Needs:

- Public forum participants called for programs for reduction of drunk driving, reckless operation and speeding in motor vehicles, particularly trucks.
- Continual improvement of roadways with respect to surface quality, guard rails, visibility and road design.
- Reduction in emissions of CO₂, SO₂, NO_x and other toxic gases associated transportation.
- Encourage transit and car-pooling programs like the Island Explorer.
- Better safety inspections, placards and hazardous materials information posted on trucks.
- Intensify regulating movement of hazardous materials through populated areas.

RTAC Advice:

- RTACs seek ongoing participation of representatives from local and county law enforcement.
- Undertake planning for safer transportation of hazardous materials.
- Apply for TEA-21 and other funding for promotion of less polluting alternative transportation modes.
- Signing and striping of highways for better and more efficient use
- Increase state police (etc.) manpower and training for managing and inspecting transportation of hazardous materials.
- Implement stronger program for emissions inspections

Bicycles, Pedestrians and Trails

Overview:

- Health status of downeast Maine is significantly worse than elsewhere, in part due to lack of physical activity.
- The hiking trails in ANP are Maine's "Millennium Trail" and are a significant tourist attraction.
- Other trails and parks throughout RTAC 2 have unrealized tourism potential.
- Bicycle use is generally low in region due to sparse population and unsafe roads.
- Bicycle tourism is increasing, particularly in coastal communities.
- The East Coast Greenway connects many RTAC 2 towns between Bucksport & Calais.

Needs:

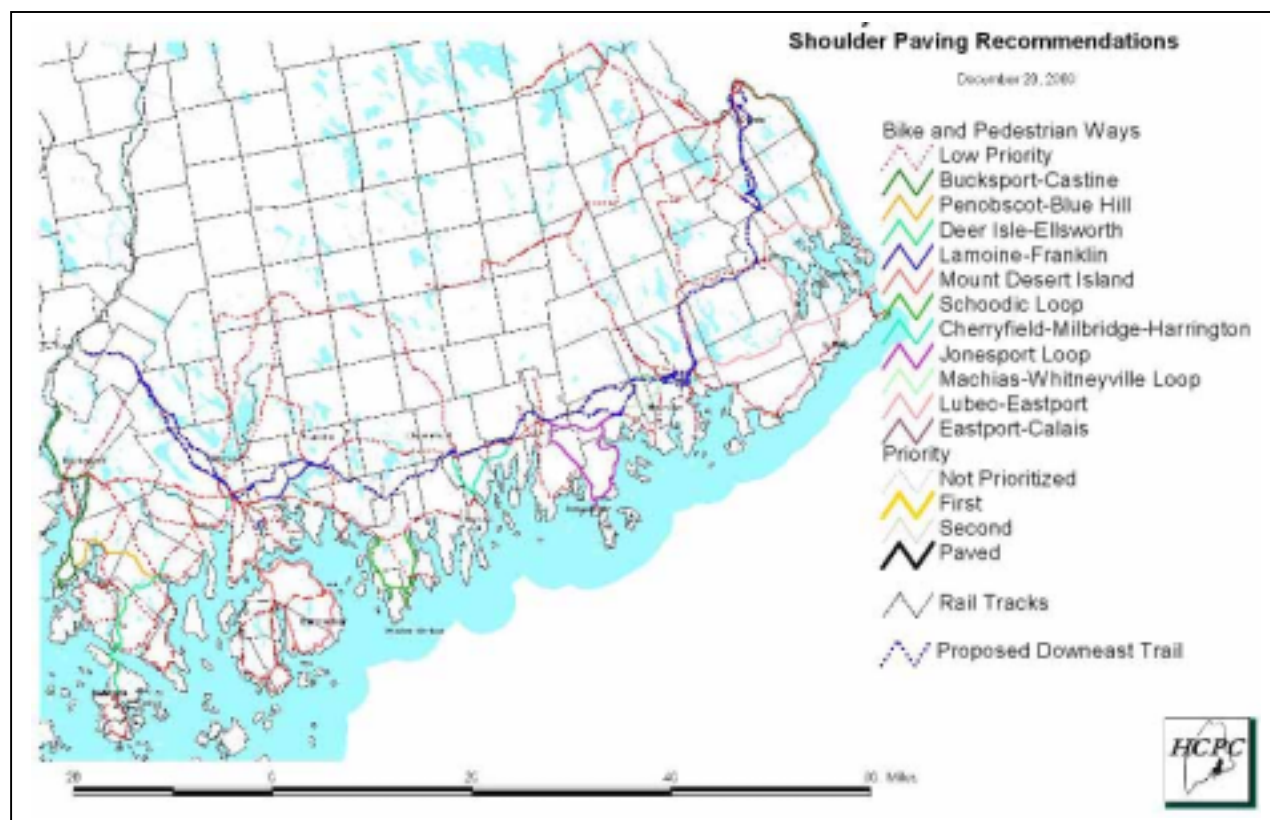
- RTAC Bicycle Subcommittee recommendations on map
- Critical areas lacking paved shoulders include Route 1 in Hancock, Sullivan and Jonesboro.
- SPTP recommends implementation of shoulder paving priorities set by RTAC Bicycle Subcommittee and use of bike facilities such as bike racks on buses.
- Downeast Trail Study indicates potential for 130 mile Brewer-Calais trail.
- MDI Study indicates needs for safe connections among Towns and ANP.

RTAC Advice:

- Apply TEA-21 enhancement grants toward incremental construction of downeast trail following priorities identified in Rizzo, Assoc. study.
- Shoulder paving on remaining critical sections of Route 1 be completed as soon as possible.
- Scenic Byways seek additional funding to support engineering and construction of bikeways and pedestrian trails.



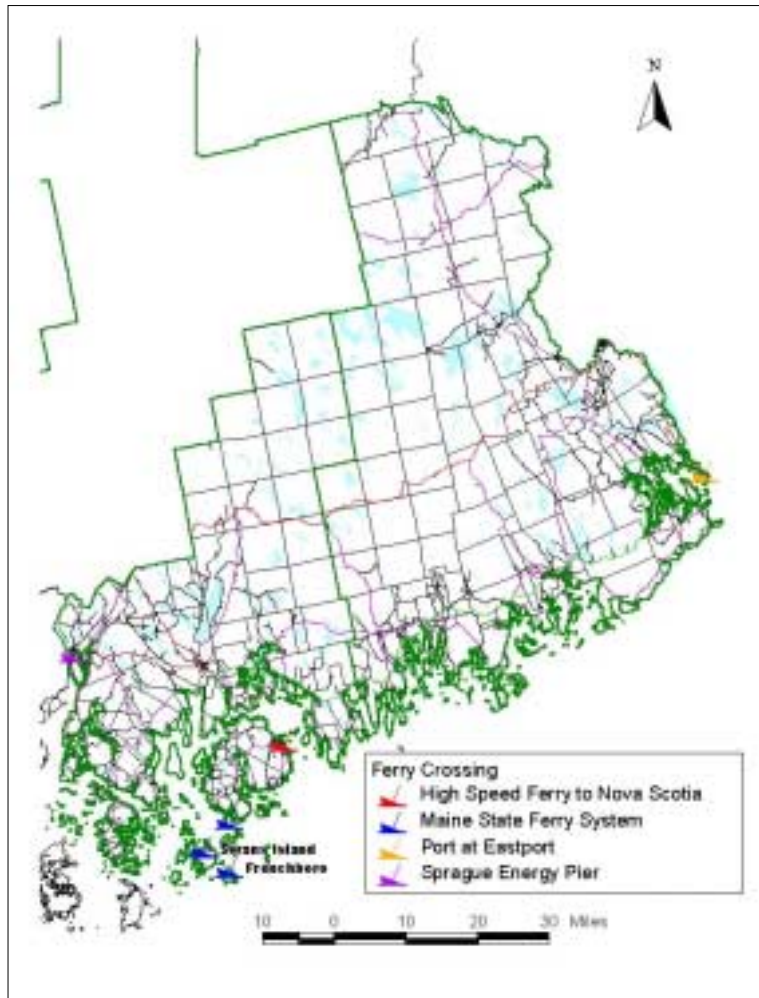
East Coast Greenway



Marine – Ferries, Freight

Overview:

- Commercial and recreational marine activity prevalent along much of coastal Hancock and Washington Counties.
- Year round ferry service to communities on the islands of Isle Au Haut, Frenchboro, and Swans Island.
- Seasonal high-speed ferry service to Nova Scotia.
- Deep-water port facility located on Eastport.
- Increasing cruise ship visitations at Bar Harbor.
- Commercial fishing industry along all coastal areas.
- Recreational boating presence throughout coastal Hancock and Washington Counties.



Needs:

- Limited non-automobile transportation alternatives helps contribute to traffic congestion along coastal Hancock County.
- Port at Eastport not operating at optimal capacity.
- Inter-community access for some coastal areas is very time consuming and lengthy, due to highways taking circuitous routes around bays and inlets.
- Port at Eastport lacks adequate truck and rail access.
- Port at Eastport cannot accommodate container cargo.
- Cruise ship ports-of-call lack adequate infrastructure to handle ships and the large number of visitors.
- Public access to the waterfront is disappearing as coastal areas are converted to residential development.

RTAC Advice:

- Establish ferry or tour services linking coastal areas such as Bucksport, Rockland, Castine, Stonington, Bar Harbor, Schoodic Peninsula, Milbridge, Machiasport, Lubec, and Eastport.
- Improve rail and truck access to the port at Eastport.
- Stabilize funding for ferry services to Region 2 islands with year round populations.
- Create bus connections at ferry terminals.
- Fund for the Small Harbor Improvement Program to insure future public access.

Air Transportation

Overview:

- Nine public and seven private landing strips in RTAC 2 as noted in map. Most facilities are very limited.
- Commercial passenger service: Bangor International (BGR) and Bar Harbor/Hancock Co. (BHB) are stable, but not growing.
- "Leakage" to Portland and Manchester Airports is a threat.
- Financial challenges facing airports: high-ticket prices, low flight volume, and dependency on Boston Hub, costly new regulations.

Needs:

- SPTP recommendation for surface transportation facilities such as parking, bus stops and car rentals for BHB and Machias airports.
- MDI and Schoodic region forums-retain and expand service at BGR and BHB
- MDI Transportation plans call for improved inter-modal connections to Bar Harbor Airport, including bus service and Intelligent Transportation Systems.

RTAC Advice:

- Assist to Hancock County Airport in seeking affordable solutions to new regulations.
- Identify requirements for expanding air service at the Machias Airport.
- Strengthen intermodal links between RTAC 2 region and Bangor International Airport.

Deblois Flight Strip: R/W 15/33 4,000 ft x 150 ft No Nav aids

Eastport Municipal Airport: R/W 15/33 4,000 ft x 75 ft Visual Approach

Hancock County-Bar Harbor Airport: R/W 17/35 3,800 ft x 75 ft Visual Approach

R/W 04/22 5,196 ft x 150 ft ILS Precision Approach, Non-Precision NDB or DME;

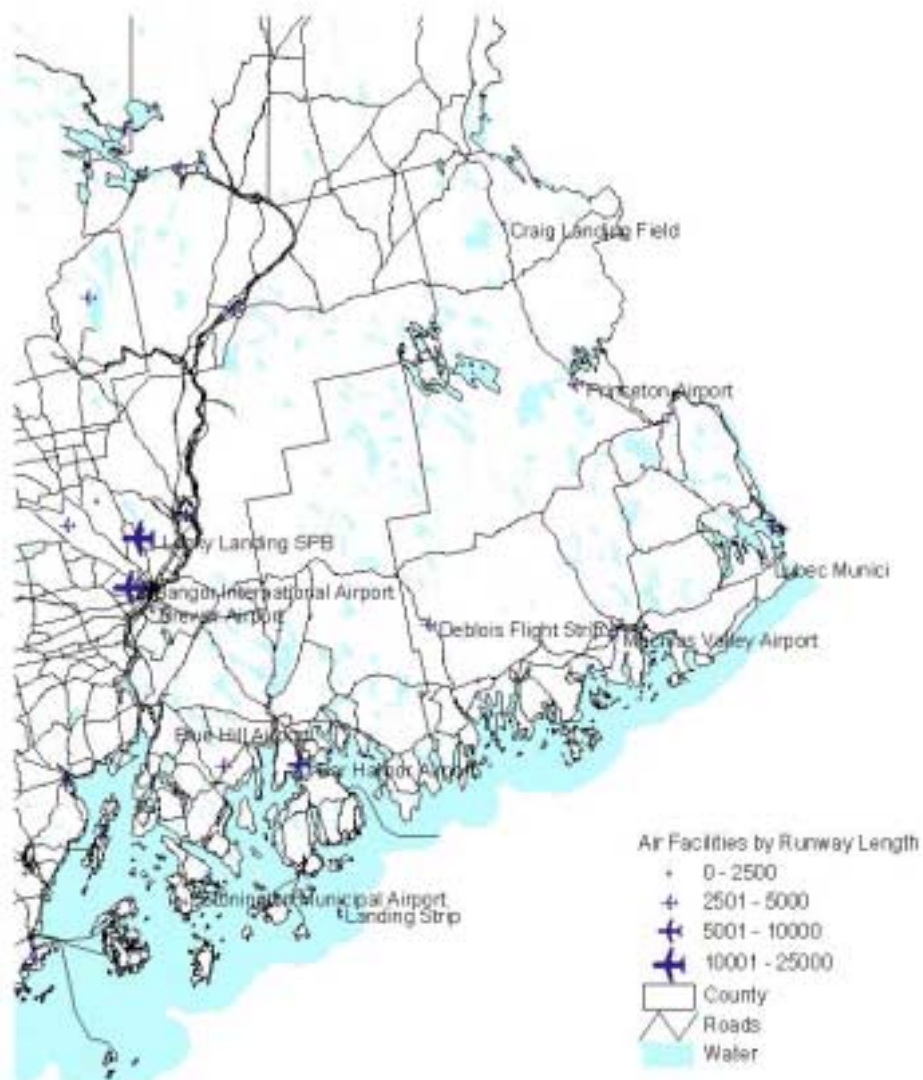
Lubec Municipal Airport: R/W 08/26 2,032 ft x 100 ft Visual Approach

Machias Municipal Airport: R/W 18/36 2,900 ft x 60 ft Non-Precision, NDB Approach

Princeton Municipal Airport: R/W 15/33 4,005 ft x 100 ft Visual Approach

Stonington Municipal Airport: R/W 07/25 2,100 ft x 60 ft Visual Approach

Air Facilities



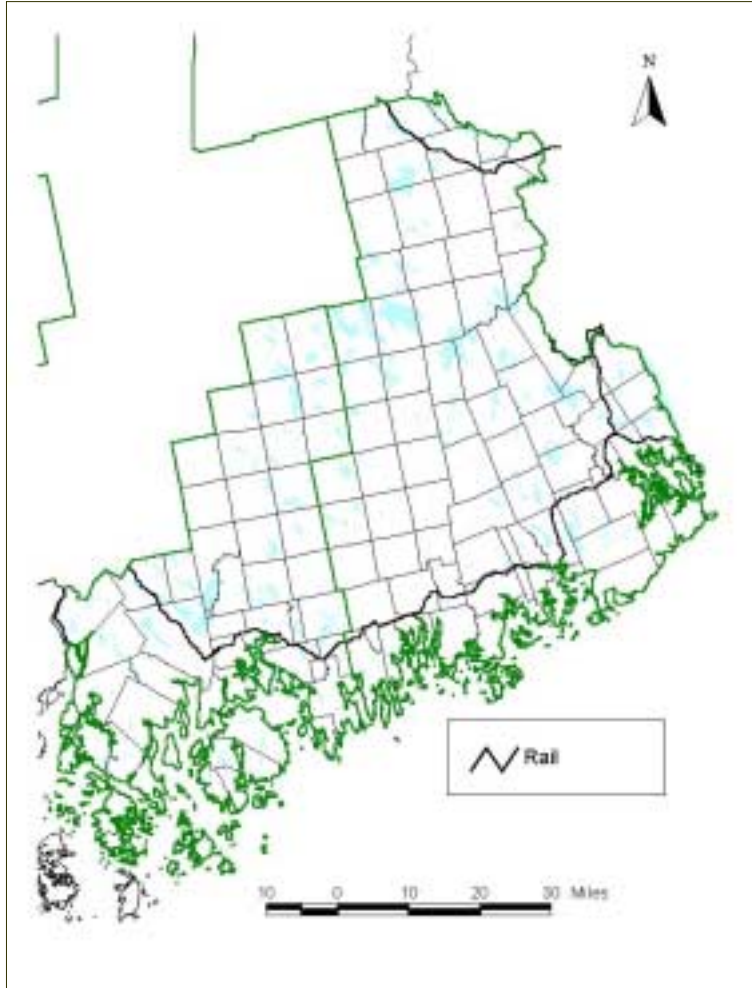
Rail – Freight and Passenger

Overview:

- Passenger and freight rail service is lacking in Region 2.
- MDOT owns the Calais Branch, an inactive rail line since 1985, which extends from Calais to Brewer.
- Guilford Transportation operates a rail line that serves International Paper in Bucksport.
- Guilford Transportation operates on a short section of track serving a paper and wood products mill in Woodland.

Needs:

- Lack of passenger and/ or freight rail service to Trenton and along the Calais Branch.
- Port of Eastport has no rail freight service.
- MDOT Calais Branch study indicates limited potential for freight rail restoration.
- No passenger rail service in Region 2.



RTAC Advice:

- Perform feasibility study to determine opportunities for utilizing the Calais Branch to move tourists via rail and help relieve traffic congestion along coastal Hancock and Washington Counties.
- Restore passenger and/ or freight rail transportation on the Calais Branch with an intermodal connection to the Bangor area.
- Restore rail connections to best serve the port at Eastport.

Multimodal Facilities and Park-and-Ride

Overview:

- Multimodal facilities include:
 - ⊙ Passenger - Bar Harbor Airport (BHB)
 - ⊙ Freight - Eastport Pier
 - ⊙ Both - Bangor International Airport (BGR)
- There are no facilities for containerized shipping in the RTAC 2 region.
- Business startup and expansion is facilitated by proximity to multimodal transportation hubs.
- There are no designated park-and-ride lots in the two county region.
- Insufficient parking in village centers encourages sprawl.
- Employers on MDI have insufficient parking and encourage busing and carpools.



Needs:

- MDOT currently investigating potential for establishing a Trenton Intermodal Transportation Facility
- MDI Transportation Coalition and ANP seeking solutions for parking, multimodal center and new National Park visitor center.
- SPTP recommends feasibility study for an intermodal facility at the Machias Airport.
- SPTP and MDI Park and Ride Study indicate need for facilities in Trenton, Ellsworth and Schoodic region.

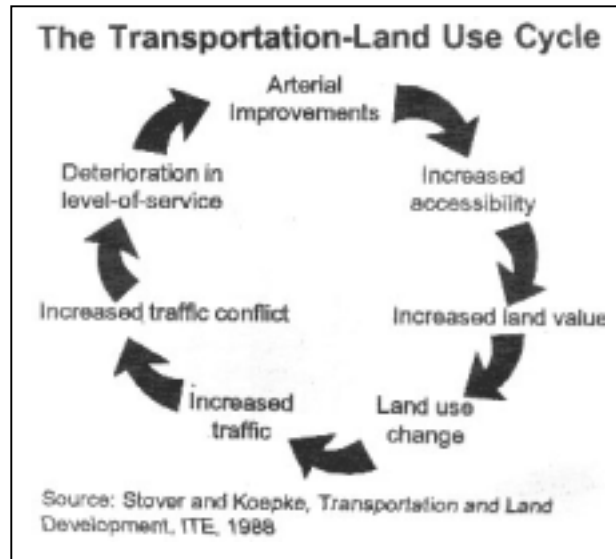
RTAC Advice:

- Conduct a feasibility study for intermodal facility in Machias
- Construct one or more park-and-ride facilities to support carpooling and transit options for MDI and surrounding communities.
- Integrate a multimodal facility / industrial park in Calais connected to third crossing.

Access Management, Land use, Sprawl and Congestion

Overview:

- Commercial and residential development in Hancock and Washington Counties are concentrated along State arterials and major collectors.
- Local land use regulations are either neutral or encourage development immediately along these major transportation corridors.
- Poorly designed entrances contribute to traffic congestion, accidents, road degradation, slower travel speeds and productivity losses (MDOT Access Management Study, 2001).
- Cyclical patterns of development on busy roads leading to demands for slower speed limits are evident along many arterials and collectors. Calls for bypasses follow.
- The 119th Legislature passed laws supporting greater control over access to state arterials.



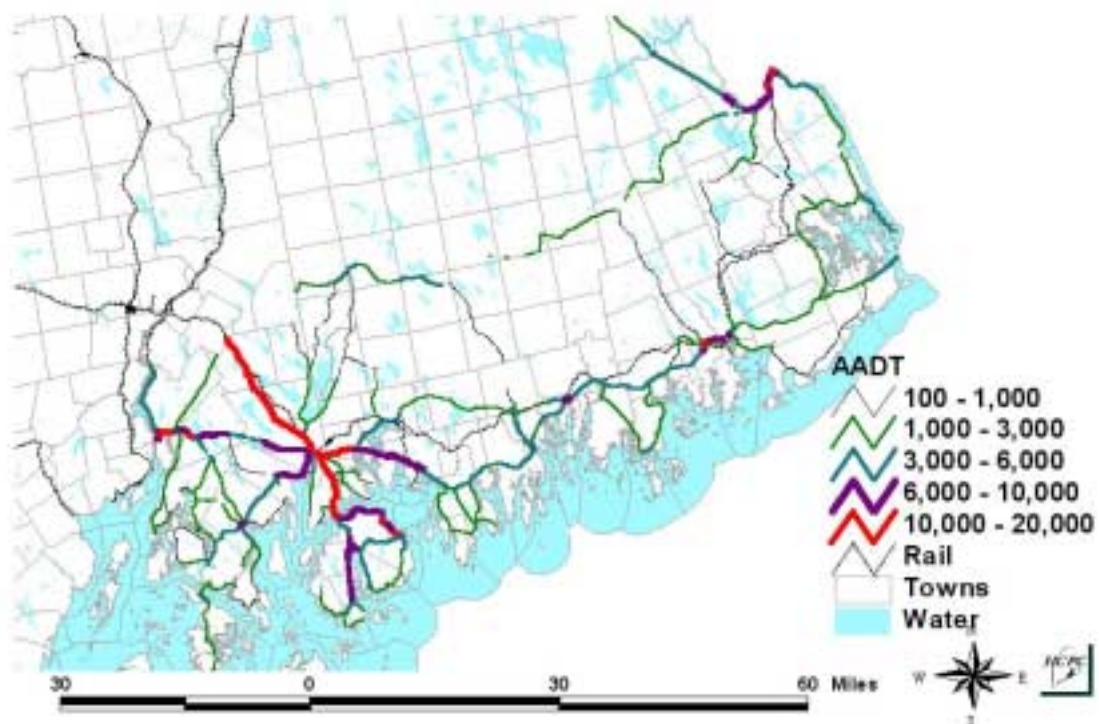
Needs:

- Congestion in Ellsworth and Trenton and consequent use of local roads as de facto bypasses identified as a high priority issue at the Hancock County Growth Symposium. Concern echoed in sub-regional forums in Schoodic Area League of Towns and Mount Desert Island League of Towns.
- Analysis of Ellsworth Bypass alternatives advocated at Hancock County Growth Symposium, SALT and MDI Forums.
- Better coastal transportation connections to Washington County advocated to reverse population decline and slow economic growth. Concerns expressed over current Route 9 and possible Calais bridge connections acting to bypass the region.

RTAC Advice:

- MDOT, SPO, HCPC and WCRPC work with towns to promote access management, reducing the impact of driveways and entrances on traffic flow, safety and road preservation.
- Identify the impacts of the state anti-sprawl program on RTAC 2 region.

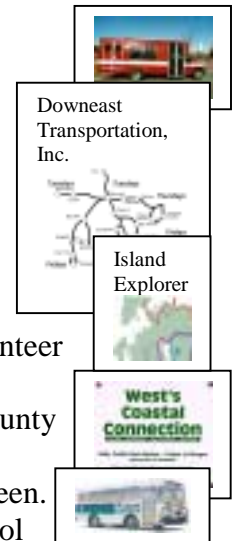
Average Annual Daily Trips



Transit Services

Overview:

- Rural, dispersed population with limited services
- Population density is low (<20 persons per square mile), with no large cities (Largest City is Ellsworth @ 6,456)
- Population is aging. Percent of people over 70 years increased significantly in the last decade.
- Currently three providers for public transit services
 - ⊙ Downeast Transit, Inc. - Fixed Route Buses and Vans (year-round, Island Explorer (summer only)
 - ⊙ Washington-Hancock Community Agency - Medicaid, Meals for ME, Volunteer Driver Programs, Calais transit to tribal centers.
 - ⊙ West Transportation, Inc. - Fixed Route Service throughout Washington County
- Concord Trailways Airport Shuttle provides four daily seasonal trips between Bangor International Airport and Bar Harbor Village Green.
- RTAC 2 school buses transported more than 13,000 pupils in the FY 2000 school year at a cost of almost \$4.8 million. (see table - next page)



Needs:

- Residents and visitors have few public transit options, demand will rise.
- The 1999 Strategic Passenger Transportation Plan identifies 6 modes of transit services that should be improved in Hancock and Washington Counties
- Route 1 Corridor Committee supported expanding transit services in downeast Maine.
- Schoodic forum concluded that lack of transit is a serious problem for local elderly. Awareness of DTI fixed route services is very low.
- MDI forum strongly endorsed Island Explorer bus system, but need more services during the shoulder and off-seasons.
- Bucksport Transportation Committee seeking services

RTAC Advise:

- Promote awareness of existing transit services
 - ⊙ DTI, West and WHCA Internet web sites with transit services and schedules
 - ⊙ MDOT provide central information clearinghouse on transit services statewide
 - ⊙ MDOT and transit providers provide printed service descriptions, maps and schedules in all major retail areas, hospitals and other central locations
- Conduct a study on the use of Island Explorer buses during shoulder and off-season as well as school buses during the summer for regional transit needs.
- Provide technical and financial incentives to transit start-ups and expansions for small-scale services, such as car-pools, vanpools, park-and-ride, and ride-share.

MAINE DEPARTMENT OF EDUCATION Data as of 2/13/01									
UNIT	Buses	Riders	Expense	Miles	Unit	Buses	Riders	Expense	Miles
Bar Harbor	5	437	\$112,372	65,320	Beals	2	78	\$16,567	7,811
Blue Hill	5	351	\$113,876	73,665	Beddington	1	2	\$13,106	14,350
Brooklin	2	87	\$79,212	34,879	Calais	5	651	\$178,313	64,100
Brooksville	2	68	\$44,593	34,852	Centerville	0	4	\$5,700	0
Bucksport	12	1,268	\$426,650	163,925	Charlotte	2	39	\$44,811	29,278
Castine	1	78	\$35,185	39,303	Cooper	1	27	\$32,334	22,417
Cranberry Isles	0	0	\$16,981	0	Crawford	0	0	\$27,108	0
Dedham	4	189	\$47,683	41,605	Deblois	1	11	\$11,785	4,375
Ellsworth	12	1,100	\$287,985	128,138	Dennysville	1	46	\$20,339	7,160
Franklin	5	201	\$71,919	25,457	Eastport	4	241	\$83,978	34,711
Gouldsboro	5	179	\$113,720	39,158	Grand Lake Str Plt	2	21	\$19,826	16,737
Hancock	5	346	\$69,986	56,786	Jonesboro	2	102	\$36,150	15,864
Isle au Haut	0	11	\$7,627	0	Jonesport	0	144	\$21,109	0
Islesboro	2	50	\$24,049	17,930	Machias	5	265	\$126,133	38,174
Lamoine	3	171	\$81,255	47,333	Marshfield	1	89	\$21,682	6,751
Frenchboro	0	0	\$133	0	Meddybemps	1	21	\$17,444	10,909
Mariaville	1	67	\$32,897	22,850	Northfield	1	18	\$14,539	10,320
Mount Desert	5	199	\$86,323	67,470	Pembroke	5	119	\$79,731	50,127
Orland	6	259	\$193,546	74,335	Perry	4	108	\$65,572	38,537
Otis	1	65	\$31,675	16,560	Princeton	3	189	\$68,748	47,579
Penobscot	4	165	\$69,096	33,159	Robbinston	1	71	\$43,015	24,627
Sedgwick	3	128	\$98,015	32,436	Roque Bluffs	1	29	\$14,296	8,590
Southwest Hbr	3	231	\$76,943	32,613	Steuben	8	138	\$106,825	72,500
Surry	3	163	\$85,096	42,897	Talmadge	0	15	\$5,750	0
Tremont	4	221	\$73,119	45,482	Vanceboro	1	16	\$15,668	4,683
Trenton	4	163	\$110,614	47,488	Waite	1	19	\$13,143	21,340
Winter Harbor	3	125	\$45,136	19,575	Wesley	1	28	\$17,895	17,084
MSAD 26 Eastbrook	3	95	\$36,125	34,382	Whitneyville	1	54	\$20,005	4,533
MSAD 76 Swans Isl	1	36	\$58,475	10,157	MSAD 14 Danforth	7	191	\$58,677	59,672
Flanders Bay CSD	3	375	\$10,719	49,262	MSAD 19 Lubec	6	227	\$80,309	44,858
Mt Desert CSD	4	663	\$0	61,479	MSAD 37 Addison	16	937	\$251,787	150,802
Schoodic CSD	3	316	\$58,834	16,200	MSAD 77 Cutler	11	505	\$181,783	108,536
Deer Isle-StoningtonCSD	7	585	\$261,356	92,347	Peter Dana Point	5	148	\$101,771	92,136
Hancock County	121	8,392	\$2,861,194	1,467,043	Pleasant Point	4	106	\$62,062	0
					Airline CSD	3	37	\$39,692	47,848
					Moosabec CSD	7	100	\$14,993	44,539
RTAC 2	235	13,188	\$4,793,842	2,587,991	Washington County	114	4,796	\$1,932,647	1,120,948

Comparison: FY 99 to FY 00 Transportation	ME 1999	MS 2000	RTAC 2 2000
Capital Expenditures For School Operations	\$62,671,801	\$67,062,991	\$4,793,842
Capital Expenditures For School Bus Purchases	\$5,523,327	\$5,004,934	
Miles Traveled	32,900,582	32,077,803	2,587,991
Average Cost Per Mile	\$1.90	\$2.09	\$1.85
Average Number of Children Transported Daily	181,037	179,102	13,188
Average Operating Cost Per Student	\$346.18	\$374.44	\$363.50
Publicly Owned Units	2046	2047	154
Privately Owned Units	582	562	81

APPENDIX: RTAC - 2 Advice on Priorities for Regional Advisory Report

Note: Votes were cast for specific initiatives. The initiatives are sorted within broader issue areas in descending order by number of votes received. Totals for each transportation issue are presented in **Bold Face** type. All of the initiatives presented in the list were recommended by RTAC members.

Votes	Initiative
25	Highways and Bridges, Maintenance, Major Bridge Projects
8	Construct passing lanes, where feasible, during reconstruction projects on arterial roadways.
6	Ensure current timetable for road reconstruction (10 yrs-arterials and 20 yrs-collectors)
4	Target future road improvements in to improvement of Route 1 as the primary arterial corridor.
3	Examine the relationship between heavy trucks, road damage and the adequacy of user fees.
3	Maintain MDOT shoulder paving policy.
1	Examine road construction methods for preservation of roads on heavy haul routes.
23	Funding
11	Create an adaptable system of financing that can maintain funding levels to maintain transportation infrastructure reflecting changes in technology and market conditions.
6	Identify transportation requirements for economic growth and development
5	Protect the integrity of Maine's Highway Fund.
1	Increase state gas tax provided the funds are used exclusively for Maine highway improvements.
0	Increase gas tax.
0	Increase diesel fuel tax for trucks.
0	Consider tolls to fund new construction projects.
19	Truck Freight
6	Change weight limits on the interstate to be consistent with state roads for through traffic.
5	Major truck routes receive priority for repair or reconstruction.
4	Improving access between port at Eastport and Route 9 (possibly via Crawford).
2	Increase enforcement of state weight limits.
1	Issue special permits allowing trucks to operate over posted roads at a reduced registered weight.
1	Pursue consistent truck weight limits on Maine roads (state roads should have same weight limits as interstate highways).
13	Enhanced Access to Interstate 95
7	Construct a limited access highway from I-395 to Route 1 east of Ellsworth.
3	Construct an Ellsworth bypass.
3	Conduct a study on the feasibility of an Ellsworth Bypass.

Votes	Initiative
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11 Environment - Environment, Health and Safety

- 5 Apply for TEA-21 and other funding for promotion of less polluting alternative transportation modes.
- 4 Signing and striping of highways for better and more efficient use
- 1 Increase state police (etc.) manpower and training for managing and inspecting transportation of hazardous materials.
- 1 Implement stronger program for emissions inspections
- 0 RTACs seek ongoing participation of representatives from local and county law enforcement.
- 0 Undertake planning for safer transportation of hazardous materials.

10 Bicycles, Pedestrians and Trails

- 5 Shoulder paving on remaining critical sections of Route 1 be completed as soon as possible.
- 4 Scenic Byways seek additional funding to support engineering and construction of bikeways and pedestrian trails.
- 1 Apply TEA-21 enhancement grants to construction of downeast trail following priorities identified in Rizzo, Assoc. study.

9 Marine – Ferries, Freight

- 4 Fund the Small Harbor Improvement Program to insure future public access.
- 2 Establish ferry or tour services linking coastal areas such as Bucksport, Rockland, Castine, Stonington, Bar Harbor, Schoodic Peninsula, Milbridge, Machiasport, Lubec, and Eastport.
- 1 Improve rail and truck access to the port at Eastport.
- 1 Stabilize funding for ferry services to Region 2 islands with year round populations.
- 1 Create bus connections at ferry terminals.

6 Air Transportation

- 4 Assist to Hancock County Airport in seeking affordable solutions to new regulations.
- 1 Identify requirements for expanding air service at the Machias Airport.
- 1 Strengthen intermodal links between RTAC 2 region and Bangor International Airport.

6 Rail – Freight and Passenger

- 4 Restore rail connections to best serve the port at Eastport.
- 1 Perform feasibility study to determine opportunities for utilizing the Calais Branch to move tourists via rail and help relieve traffic congestion along coastal Hancock and Washington Counties.
- 1 Restore passenger and/ or freight rail transportation on the Calais Branch with an intermodal connection to the Bangor area.

5 Multimodal Facilities and Park-and-Ride

- 3 Construct one or more park-and-ride facilities to support carpooling and transit options for MDI and surrounding communities.
- 2 Integrate a multimodal facility / industrial park in Calais connected to third crossing
- 0 Conduct a feasibility study for intermodal facility in Machias

4 Access Management, Land use, Sprawl and Congestion

- 4 MDOT, SPO, HCPC and WCRPC work with towns to promote access management, reducing the impact of driveways and entrances on traffic flow, safety and road preservation.
- 0 Identify the impacts of the state anti-sprawl program on RTAC 2 region

3 Transit Services

- 3 Provide technical and financial incentives for car-pools, van-pools, park-and-ride, and ride-share.
- 0 Promote awareness of existing transit programs
- 0 Conduct a study of off-season use of the Island Explorer and summer use of school buses for regional transportation needs.